

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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1. The production of locomotives and railroad cars in East Germany within the 1954 program includes the following:

a. VEB Lokomotivbau Karl Marx Babelsberg

418 diesel locomotives of 11, 30, 60, and 90 horsepower (PS) for standard guage, in part for East Germany and in part for export.

280 standard guage steam locomotives of 70, 150, 250, 400, and 600 horsepower. For export chiefly to the USSR but also to Poland, Rumania, and Albania.

2 steam locomotives of type 1 DP of 1,500 horsepower (probably for East Germany).

b. VEB Lokomotivbau Elektrotechnische Werke Hans Beimler, Henningsdorf

2 steam locomotives, type 1 DP, 1,500 horsepower (probably for East Germany).

c. VEB Waggonbau Gotha

75 heavy road trucks (Culemeyer) of types R 40/2, R 60, R 80, and R 100 with full-rubber tires, all for export.

1 new type air-tire Culemeyer for 40 ton load is being developed.

3-axled depressed-center flat cars for 20 and 30 ton loads.

Self-discharging cars, type OOT, for 40 and 60 ton loads (both for export and East Germany)

d. VEB Waggonbau Goerlitz

140 double-decker cars (Doppelstock) for East Germany (these cars are dissatisfactory on curves; the coupling axles between 2 cars tend to come off the rails).

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25 express train (D-Zug) coaches, 1st class )  
 30 express train (D-Zug) coaches, 2nd class )  
 For standard-gauge, built according to German railroad regulations, and for the USSR. These coaches are very luxuriously equipped and are probably for export.

25 dining cars for wide-gauge for the USSR.

3 three-part diesel trains for the Warsaw Gdansk

2 overhead revision cars for Poland. Long distance, wide-gauge coaches for the USSR.

e. VEB Waggonbau Dessau

In 1953, Dessau built 20 refrigerator trains for reparations. In 1954, there are 25 such trains, each of 23 cars, in the program. Each train consists of 1 machine car, 2 cars for crew, 1 car containing refrigerating equipment, and the rest are refrigerator cars. East Germany will also receive one such train, but in the meantime, only 200 refrigerator cars to hold ice blocks are planned to be built. Because Dessau facilities are overburdened, Ammendorf is sharing in the production of refrigerator cars.

Dessau is also producing slag and iron pouring cars for the steel industry and coke-watering cars (Koksloeschwagen).

f. VEB Waggonfabrik Ammendorf

Production is chiefly long-distance passenger coaches with wooden seats (Holzklasse) in broad-gauge for the USSR. About 30 cars are produced monthly.

g. VEB Waggonbau Niesky

Depressed-center flat cars for 80 ton loads, 6-axled for transporting transformers. About 6 or 8 of these are produced monthly. 6-axled box-cars (type RRYm) for 80 ton loads. Standard-gauge for both East Germany and the USSR.

Coal-dust container cars (71 tons).

Tank cars

2-axled 0-cars.

In addition, the Niesky plant with VEB Radsatzfabrik Jlsenburg delivers wheel sets for all car plants (12,000 pieces per year).

h. VEB Waggonbau Bautzen

[redacted], 120 express cars, type Ch Uep, for East Germany are to be built.

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i. VEB Waggonreparatur Berlin - Johannisthal

This plant is producing 10 passenger-rail-cycles<sup>1</sup> with F9 motors and 5 load carrying rail-cycles with 60 h.p. diesel motors for China.

j. VEB Federnwerk Zittau

This plant is producing buffer, rail car, and automobile springs.

2. The plants at Gotha and Goerlitz have developed alternating gauge bogie cars (Umspur-Drehgestell-Wagen) on which a guide-bar changes the gauge from standard to broad.

3. The shortage of boiler-tubes, wheel sets, boiler plates, and electrical equipment, some of which are delivered by the USSR, is endangering the fulfillment of the 1954 program.

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